



Park Roads and Parkways Program Accomplishments

Access to and within the National Park System has been a defining experience for generations of visitors.

The National Park Service (NPS) coordinates the planning and implementation of transportation systems that improve the visitor experience and care for national parks by:

- Preserving natural and cultural resources.
- Enhancing visitor safety and security.
- Protecting plant and animal species.
- Reducing congestion.
- Decreasing pollution.

NPS is committed to being a leader in pursuing strategies that can help make park units more enjoyable, cleaner, quieter, and more sustainable for present and future generations.

For more information, visit nps.gov/transportation

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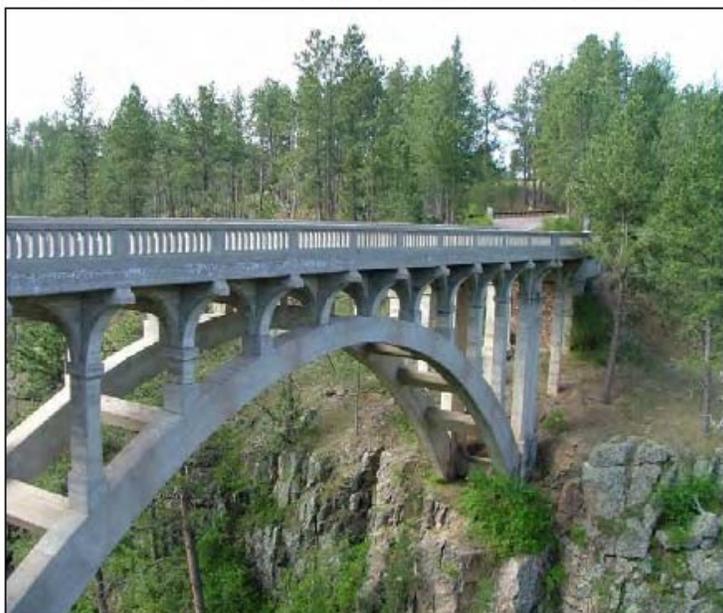
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EXPERIENCE YOUR AMERICA

America's national park roads and parkways serve a vital purpose in providing safe and enjoyable access within the national parks through sustainable, appropriate, and integrated transportation solutions, while ensuring the preservation and protection of park resources.

What is the Park Roads and Parkways (PRP) Program?

The National Park Service jointly administers the PRP Program along with the U.S. Department of Transportation Office of Federal Lands Highways (FLH), as part of the Federal Lands Highway Program (FLHP). Park Roads and Parkways constitute approximately 8,000 miles of roads, bridges, tunnels, and trails under NPS jurisdiction. The PRP program allows for the restoration, resurfacing, rehabilitation, and reconstruction of park roads and parkways.



Beaver Creek Bridge at Wind Cave National Park in South Dakota, which was rehabilitated using PRP funding.

How much funding is available for the Program and how are funds used?

The 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorized \$1.05 billion for PRP for FY 2005-2009. In 2006, 2007, and 2008, the PRP Program funded 101 projects at 71 park units in 42 states. With PRP funding, NPS has rehabilitated and reconstructed 489.2 miles of roadway and 23 bridges, achieving a 99 percent obligation rate of PRP Program funds since August 2005. Actual construction constituted 75 percent of this work, while the remainder was for design, environmental compliance, planning and administration.

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Strategic Decisionmaking Through Management Systems

Major program improvements include the advancement of asset management through the PRP bridge, pavement, and safety management systems. The condition information generated by the bridge and pavement management system reflects more sophisticated modeling and has benefited from the collection of larger sets of inventory data covering 5,500 miles of paved road and 1,680 bridges and tunnels. The recent advent of the safety management system has provided the Park Service with an analysis of more than 116,000 accidents. The outcome of this analysis provides a strategic direction in terms of the most effective and cost beneficial strategies to reduce vehicle fatalities, injuries and property damage.

Stewardship and fiscal accountability has been enhanced with the development of a project budget execution program and publication of a Park Roads and Parkways program manual. Guidance and agreements with State Department's of Transportation have been completed for more than 50 Congressional earmarks totaling approximately \$160 million.

Improving Access Through the Paul S. Sarbanes Transit in the Parks Program

SAFETEA-LU provided the Paul S. Sarbanes Transit in the Parks Program. In 2006, about 72 project proposals were submitted, totaling more than \$40 million in planning and capital requests competing for approximately \$20 million in available funding. In 2007, approximately 100 proposals were received requesting \$65 million in request for the same level of funding.

Additional PRP Program accomplishments include:

- Lake Meade National Recreation Area in Arizona and Nevada – 10 miles rehabilitated and road curves reconstructed.
- Great Smoky Mountains National Park in North Carolina – 10.5 miles of Newfound Gap Road completed including milling and asphalt overlays, and repair of existing drainage systems.
- Sequoia and Kings Canyon National Parks in California – \$11.5 million towards the rehabilitation of Generals Highway.
- Yosemite National Park in California – \$14.7 million to rehabilitate 25 miles on Valley Loop Road.
- Blue Ridge Parkway in North Carolina and Virginia - \$12.7 million for 15 miles of resurfacing.
- Rocky Mountain National Park in Colorado - \$10.2 million to complete 19 miles of Trail Ridge Road.



The resurfacing of Newfound Gap Road helped to improve safety for visitors traveling to Great Smoky Mountains National Park.

